BookletChart™

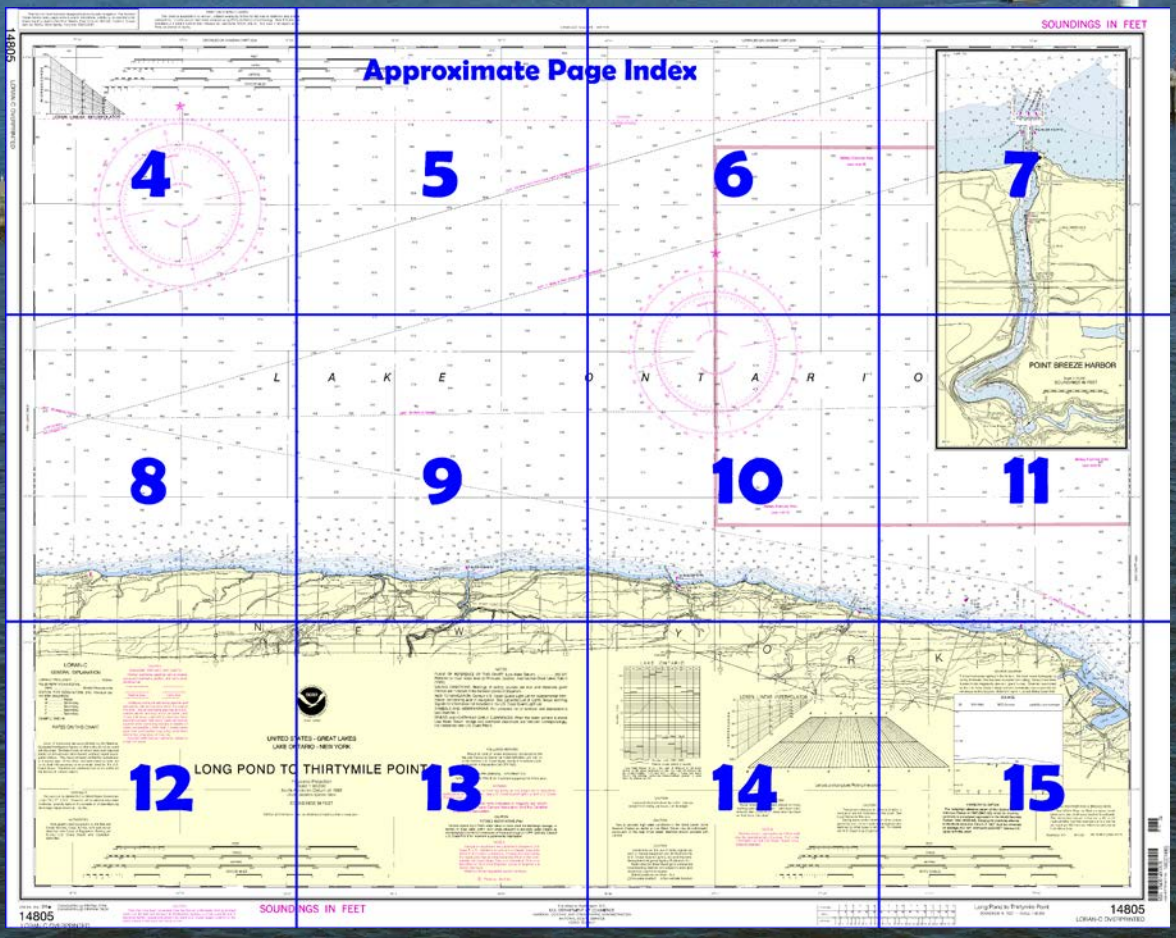
Long Pond to Thirtymile Point

NOAA Chart 14805

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14805

(Selected Excerpts from Coast Pilot)
Anchorage with good protection from W winds is available between the mouth of the Genesee River and **Braddock Point** (43°19.4'N., 77°42.9'W.), about 7 miles NW. Adequate depths are found within 1 mile offshore. Numerous potable water intakes are within 2.5 miles NW of the Genesee River and a dangerous wreck covered 1.4 feet is 0.2 mile offshore in about 43°17.6'N., 77°40.2'W.; caution is advised. **Lewis Shoal,** with a least depth of 14 feet, is centered about 1.2 miles offshore in about 43°18'31"N., 77°40'06"W. The shore is low and consists mostly of bars enclosing a series of shallow ponds or enlarged outlets of creeks.

Braddock Bay, just SE of Braddock Point, is separated from Lake Ontario by long necks of land extending from the SE and from the NW with an entrance between. The channel through the bay is marked by private lighted buoys. In 1984, the reported controlling depth across the entrance bar was 2 feet. In June 1987, shoaling to an unknown depth was reported to exist in the channel leading into the bay. Several marinas in the bay provide transient berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out, marine supplies, launching ramps, lifts to 14 tons, and hull, engine, and electronic repairs. In 1977, depths of 4 to 5 feet were reported alongside the berths.
Braddock Point Light (43°20.5'N., 77°45.5'W.), 55 feet above the water, is shown from a brown circular tower on Bogus Point, 2.7 miles NW of Braddock Point.
About 2 miles W of Braddock Point Light, a boulder bank extends about 0.8 mile from shore to **Wautoma Shoals**, which is marked by a lighted buoy. A dangerous wreck is close E of the lighted buoy.
The shoreline W to **Devils Nose** (43°22.1'N., 77°58.6'W.), a small bold knob 11 miles W of Bogus Point, has deep water 0.5 mile off, except for 7-foot depths extending 0.5 mile off just E of Devils Nose. There are no outlying obstructions from Devils Nose to Point Breeze, 11 miles W, except for a rock ledge covered 5½ feet about 0.6 mile offshore, 1.5 miles E of Point Breeze.
Point Breeze Harbor is at the mouth of **Oak Orchard Creek**. The village of **Point Breeze, N.Y.**, is on the E side of the harbor. The approach to the creek from Lake Ontario is through two dredged channels that lead around either end of a detached breakwater, join, and lead S between two jetties through the mouth of the creek to a harbor basin with its upper end about 0.2 mile above the mouth. Lights mark the detached breakwater and the jetties. In May-July 2004, the controlling depths were 4.8 feet in the E approach channel and 7.6 feet in the W approach channel, thence 9.5 feet between the jetties to the harbor basin, thence depths of 5 to 8 feet available in the basin.
Caution.–In 1977, it was reported that several vessels have grounded on the detached breakwater when entering at night. Local knowledge is advised.
Twin fixed highway bridges with clearances of 54 feet, and a fixed highway bridge with a clearance of 8 feet, cross Oak Orchard Creek about 0.8 mile and 1.7 miles above the detached breakwater, respectively.
Several marinas at Point Breeze provide transient berths, gasoline diesel fuel, water, ice, electricity, sewage pump-out, marine supplies, launching ramps, mobile lifts to 25 tons, and hull, engine, and electronic repairs.
From Point Breeze 15 miles W to Thirtymile Point, shallow water with a rocky bottom extends from 0.3 to 0.6 mile offshore. From about 2.5 to 3.5 miles E of Thirtymile Point, depths of 6 to 8 feet are about 0.5 mile offshore.
Thirtymile Point Light (43°22.5'N., 78°29.2'W.), 60 feet above the water, is shown from a square tower on the NE corner of a two story house on Thirtymile Point. A radio mast is 50 feet SW of the light.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Cleveland	Commander 9th CG District Cleveland, OH	(216) 902-6117

Table of Selected Chart Notes

Ⓟ Pump-out facilities

Polyconic Projection
Scale 1:80,000
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE B

Mariners should use caution as military craft may be operating within the area. For further information consult U.S. Coast Guard Local Notice to Mariners.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Rochester, N.Y. KHA-53 162.40 MHz (Chan WX-2)

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.194" northward and 0.851" eastward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

POTABLE WATER INTAKE (PWI)

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY 100kHz

PULSE REPETITION INTERVAL

9960 ..... 99,600 Microseconds

STATION TYPE DESIGNATORS (Not individual station letter designators).

M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary

EXAMPLE: 9960-W

RATES ON THIS CHART

9960-W 9960-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the latticos in inshore waters.

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) ..... 243.3 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

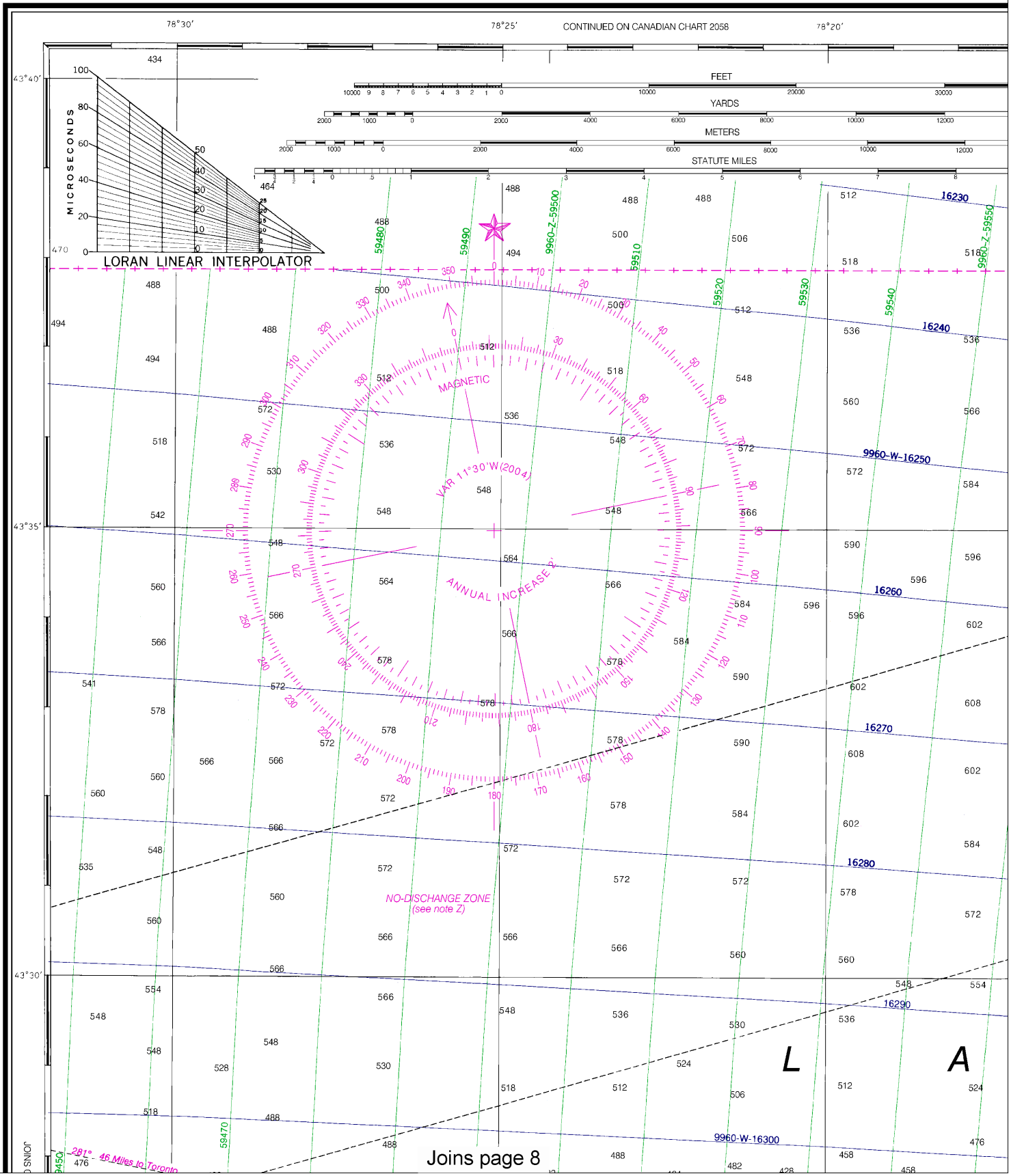
14805

LORAN-C OVERPRINTED

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.



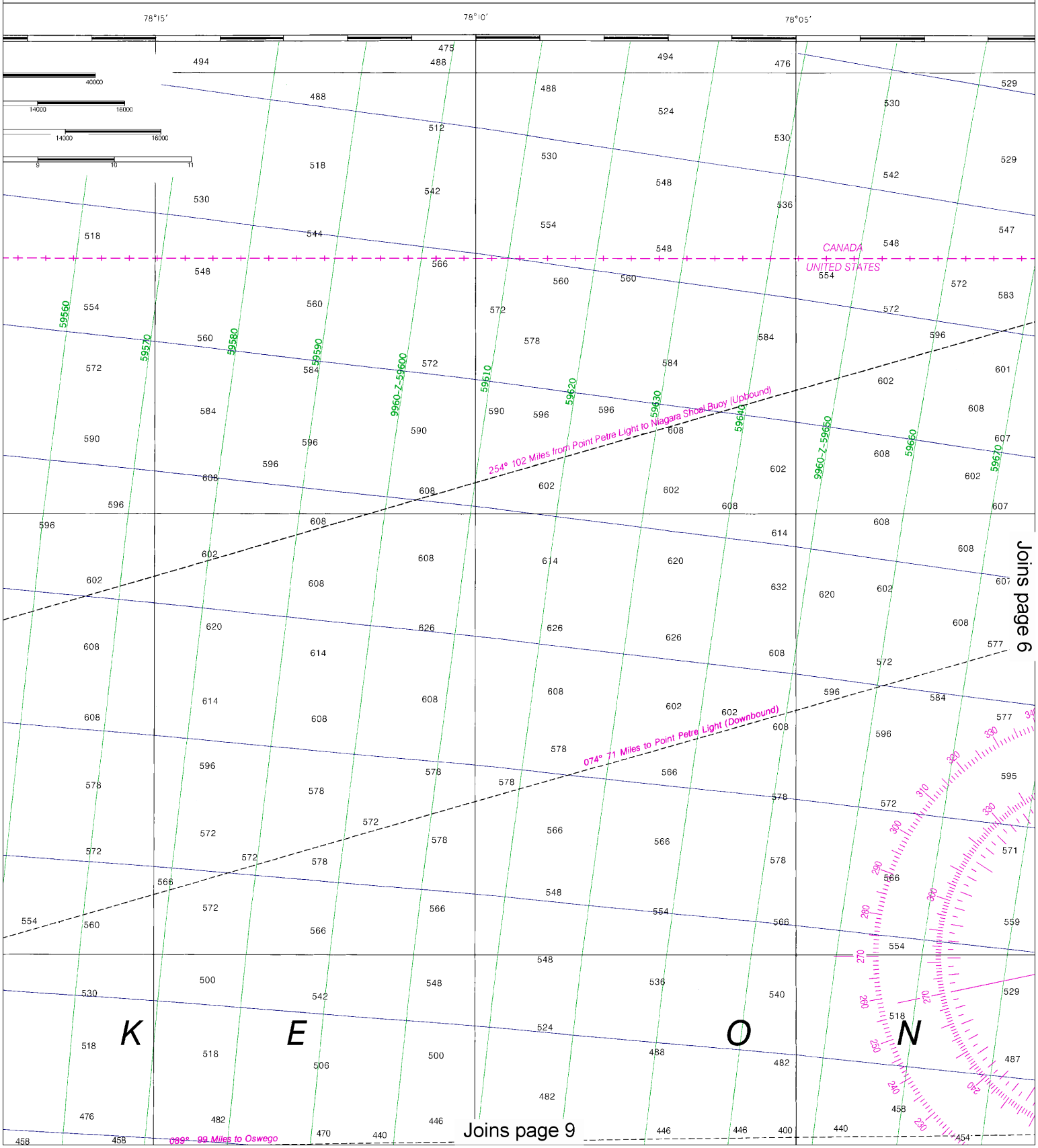
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

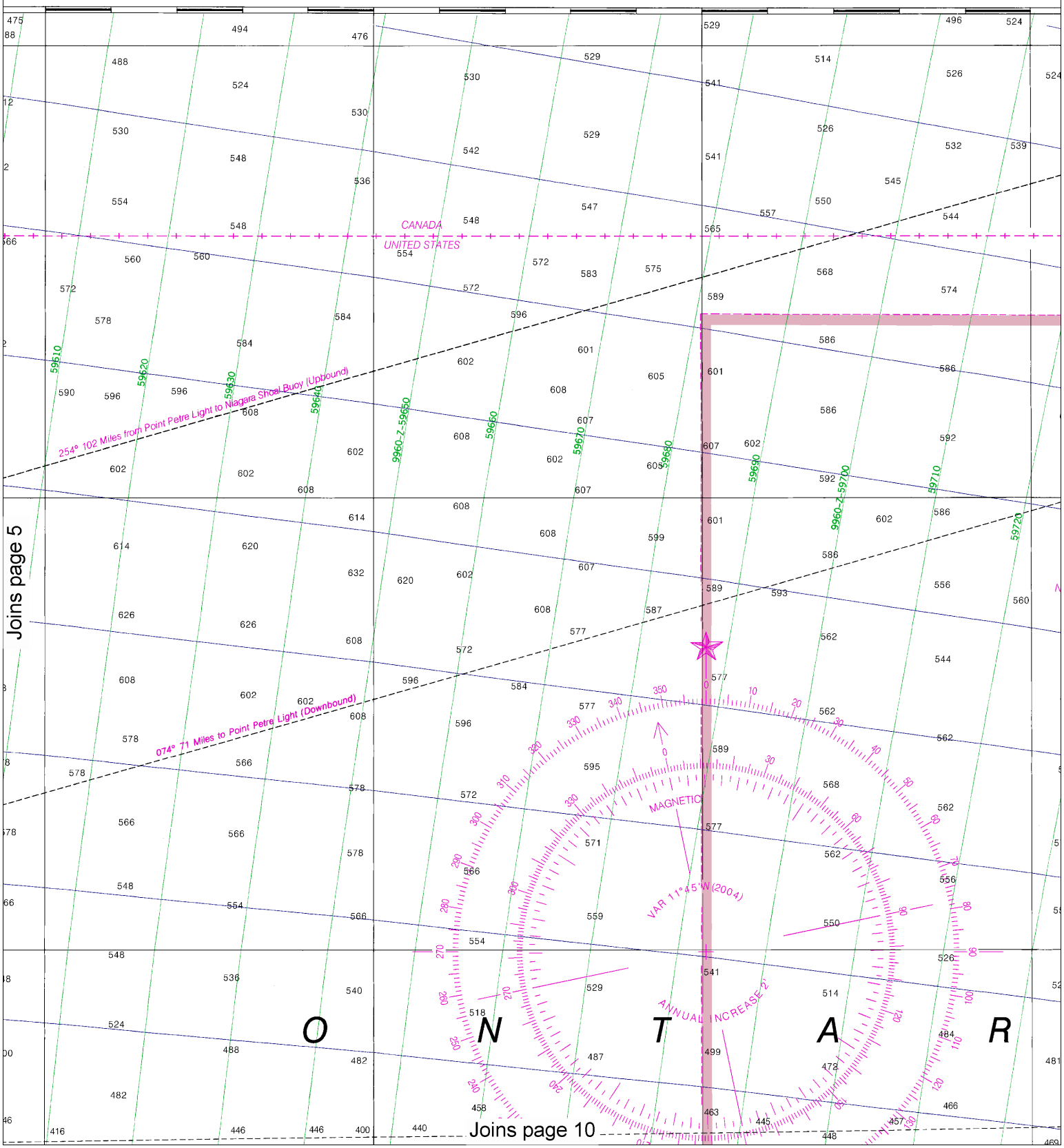
Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

78°10′ 78°05′ 78°00 CONTINUED ON CANADIAN CHART 2059 77°55′



6

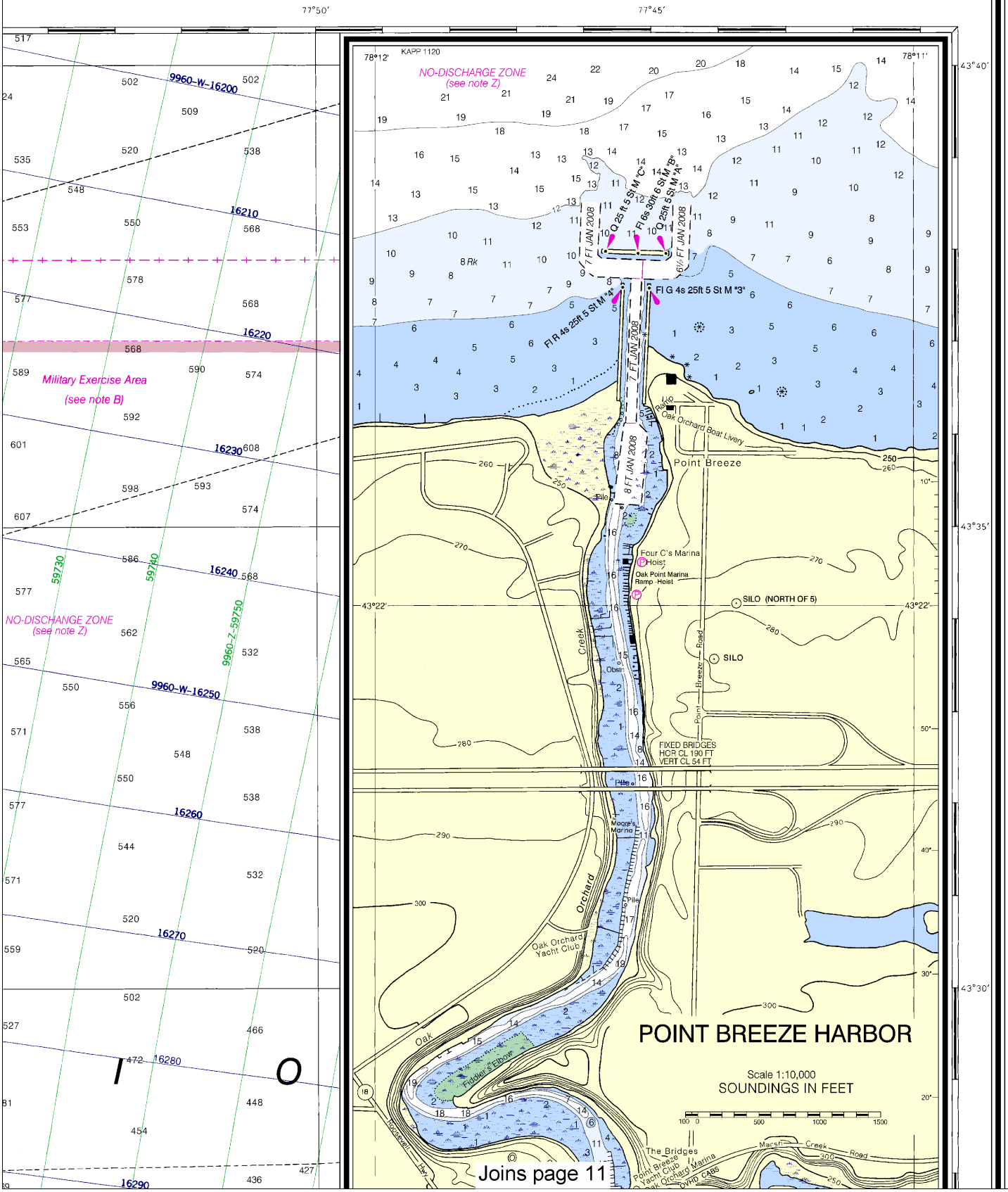
Note: Chart grid lines are aligned with true north.

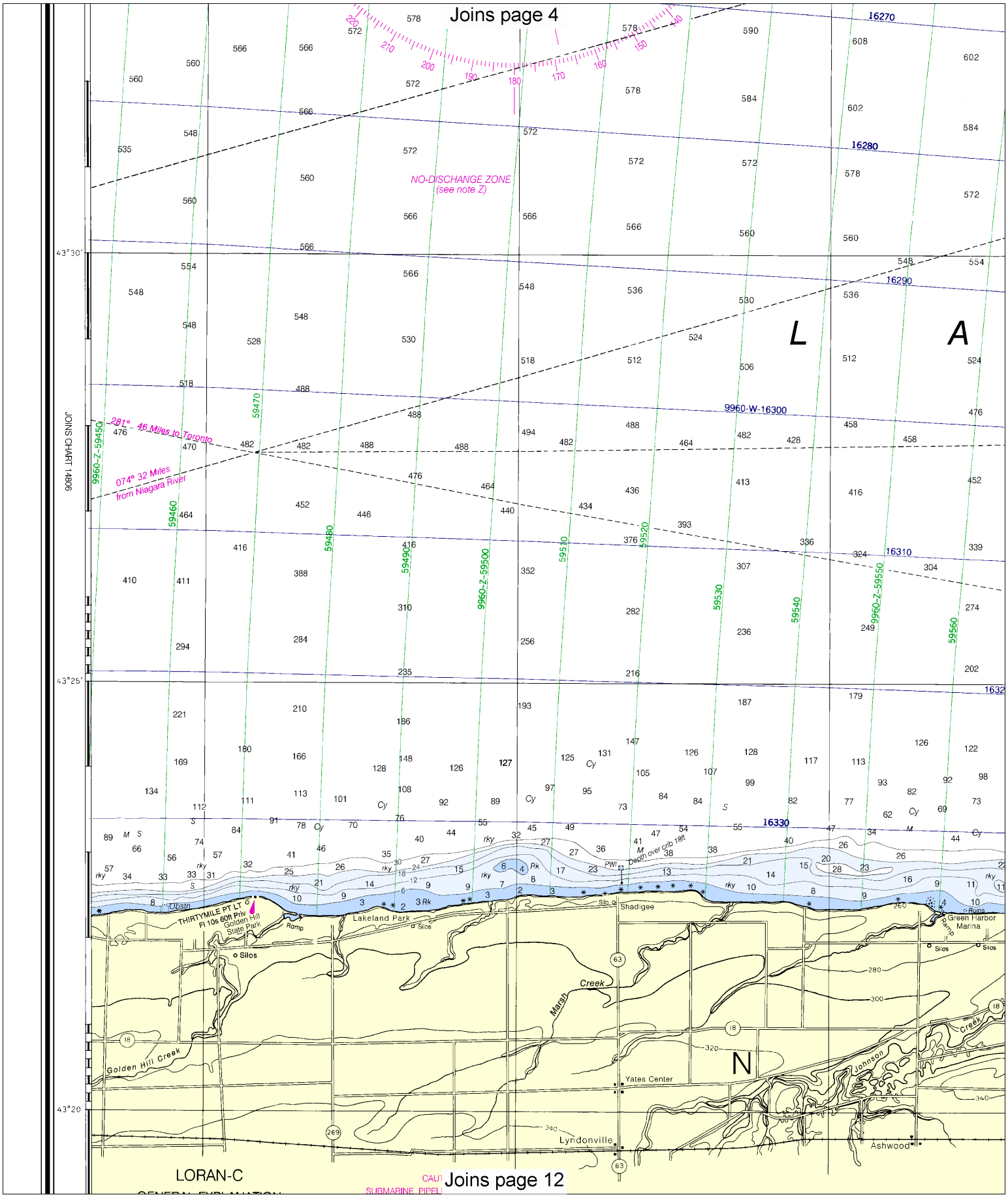
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.


77°50'
77°45'
78°12'
78°11'
43°40'
43°35'
43°30'
43°22'
KAPP 1120
NO-DISCHARGE ZONE
(see note Z)
9960-W-16200
16210
16220
Military Exercise Area
(see note B)
16230
16240
59730
59740
9960-Z-59750
NO-DISCHANGE ZONE
(see note Z)
9960-W-16250
16260
16270
16280
16290
Q 25 ft 5 St M "C"
Fl 6s 30ft 5 St M "B"
Q 25ft 5 St M "A"
7 FT JAN 2008
6½ FT JAN 2008
8 FT JAN 2008
8 Rk
Fl G 4s 25ft 5 St M "3"
Fl R 4s 25ft 5 St M "4"
Oak Orchard Boat Livery
Point Breeze
Four C's Marina
Hoist
Oak Point Marina
Ramp - Hoist
SILO (NORTH OF 5)
SILO
Point Breeze Road
Creek
Obstn
FIXED BRIDGES
HOR CL 190 FT
VERT CL 54 FT
Moore's Marina
Orchard
Oak Orchard Yacht Club
Fiddler's Elbow
Oak
POINT BREEZE HARBOR
Scale 1:10,000
SOUNDINGS IN FEET
100 0 500 1000 1500
The Bridges
Point Breeze Yacht Club
Oak Orchard Marina
DWHD CABS
Marsh Creek Road
Joins page 11



8

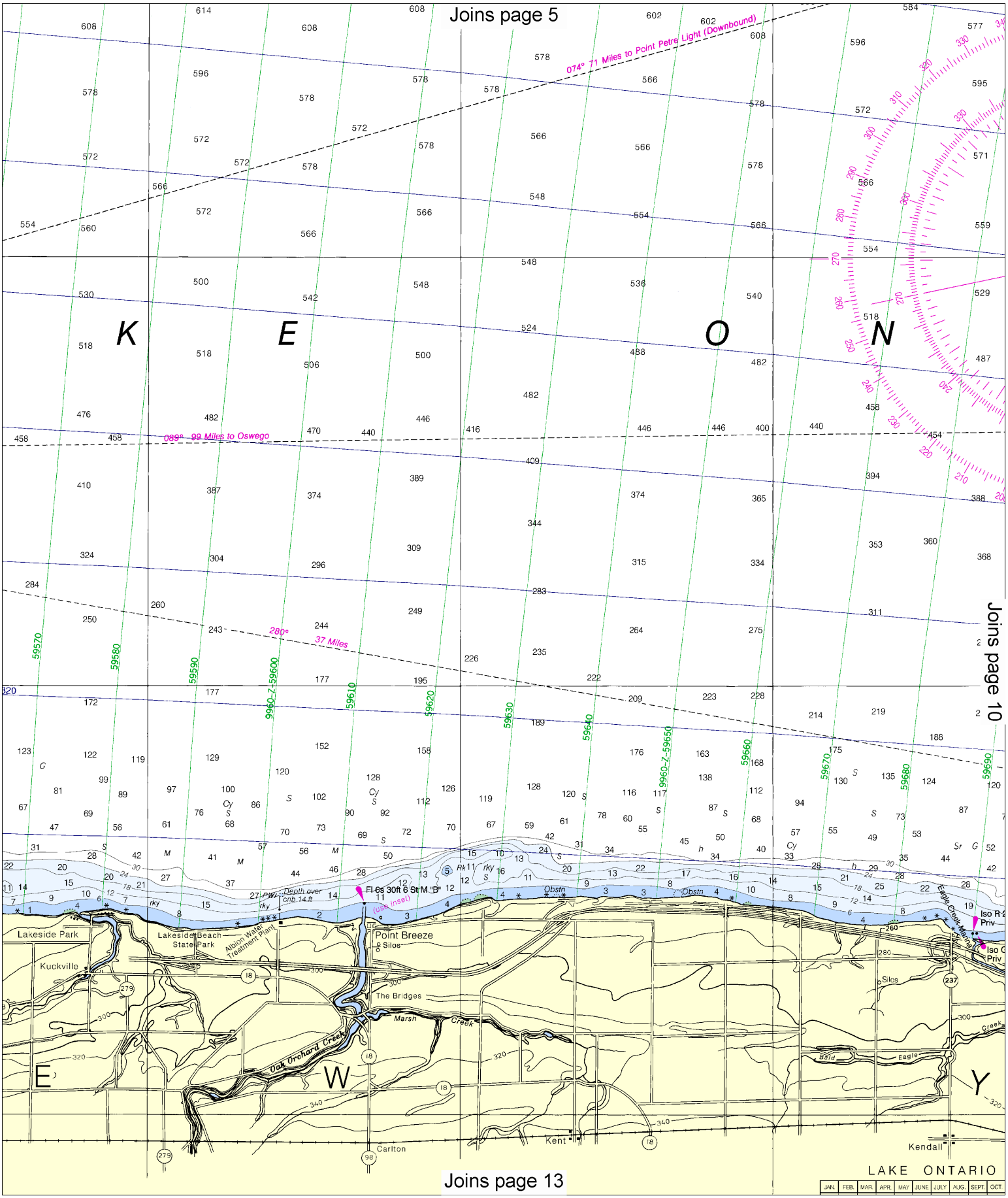
Note: Chart grid lines are aligned with true north.

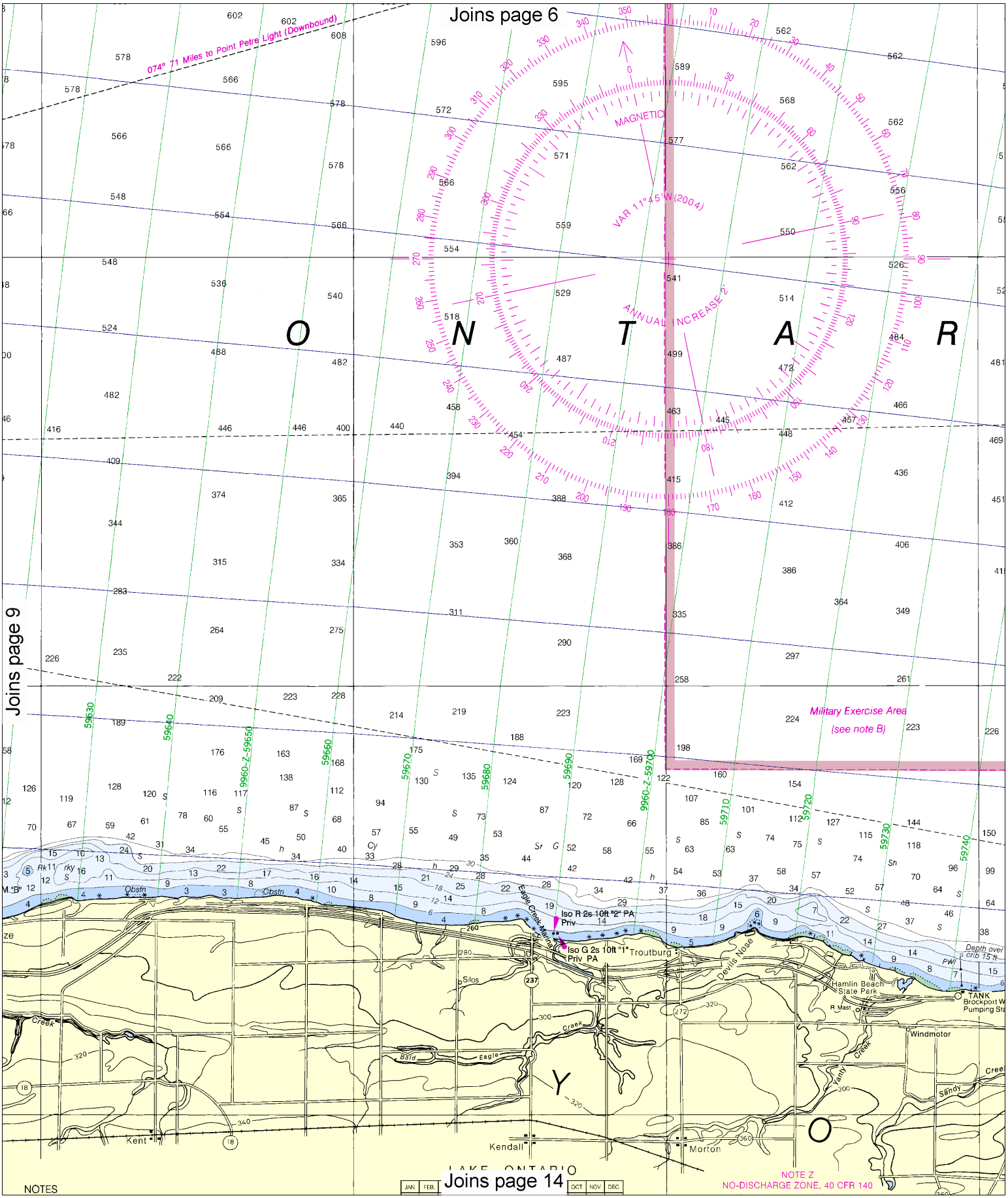
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 5
074° 71 Miles to Point Petre Light (Downbound)
K E O N
089° 99 Miles to Oswego
280° 37 Miles
Joins page 10
Lakeside Park
Lakeside Beach State Park
Albion Water Treatment Plant
Kuckville
Point Breeze
Silos
Fl 6s 30ft 6 St M "B"
Depth over crib 14 ft
Obstn
Rk
rky
The Bridges
Marsh
Creek
Jack Orchard Creek
E W
Carlton
Kent
Kendall
Bald Eagle
Eagle Creek Marina
Iso R 2 Priv
LAKE ONTARIO
JAN. FEB. MAR. APR. MAY JUNE JULY AUG. SEPT OCT.
Joins page 13



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Nautical Miles: 1 0 1 2 3 4 5 6 7

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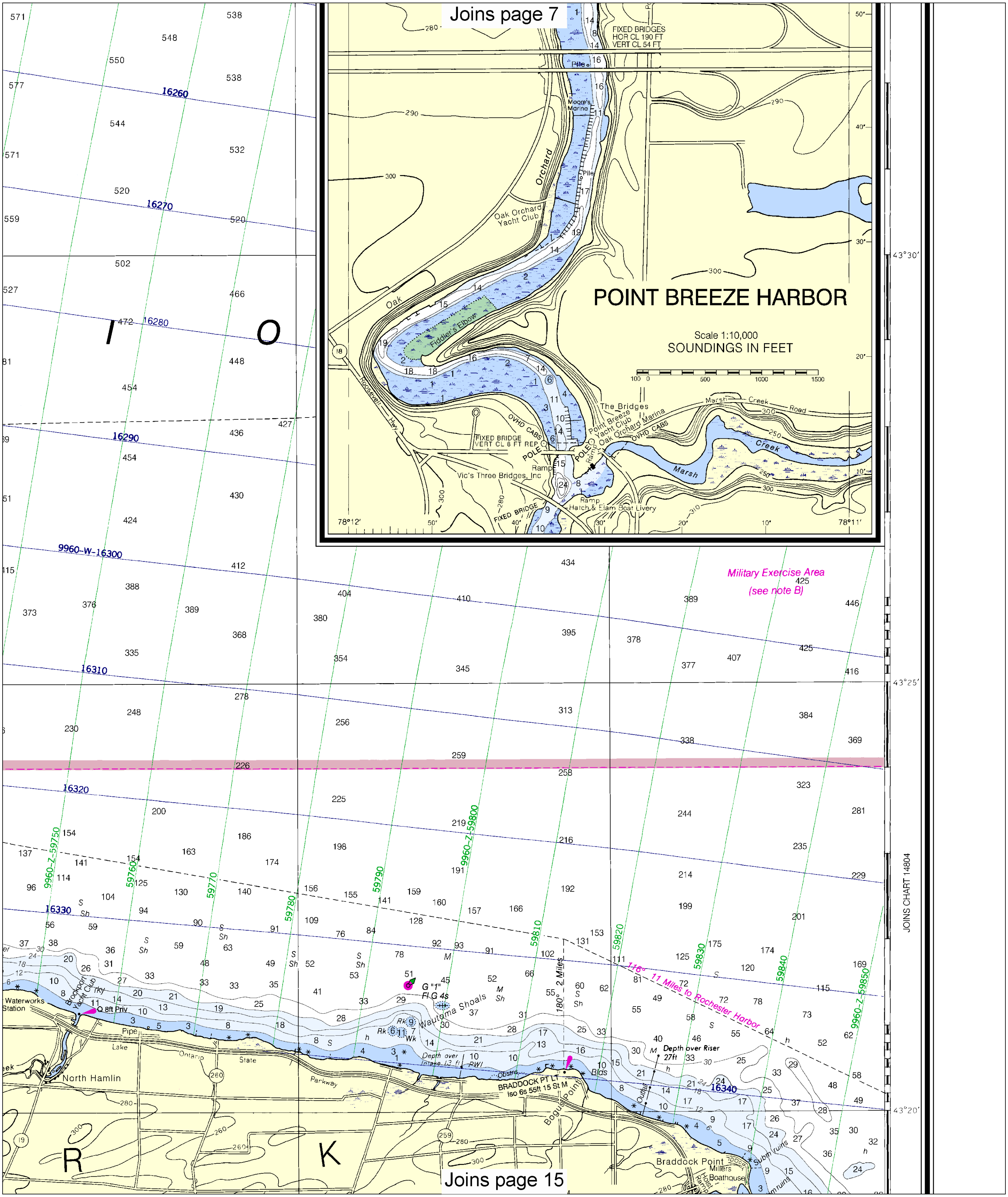
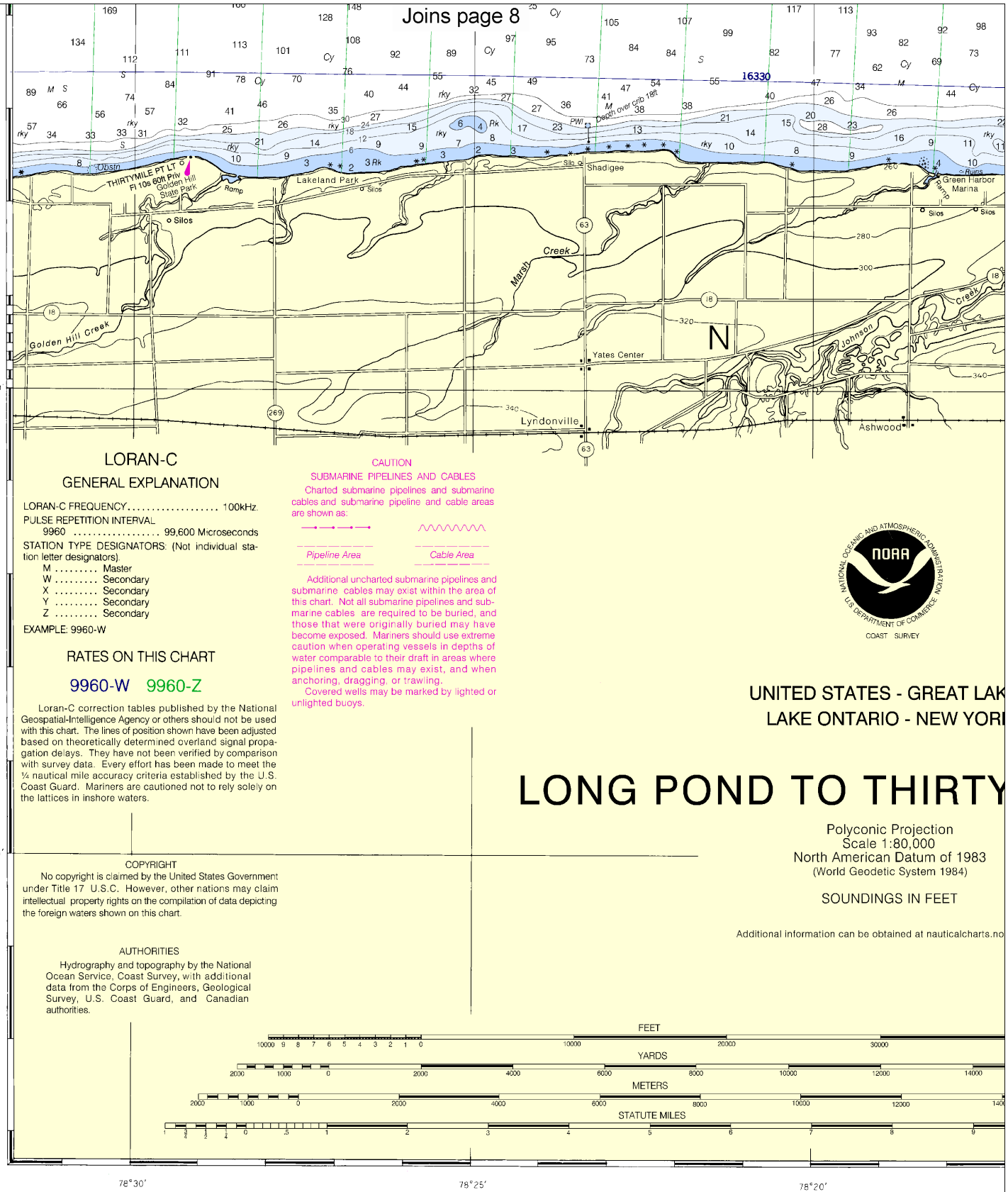

Joins page 7
POINT BREEZE HARBOR
Scale 1:10,000
SOUNDINGS IN FEET
FIXED BRIDGES HOR CL 190 FT VERT CL 54 FT
Moore's Marina
Orchard
Oak Orchard Yacht Club
Fiddler's Elbow
Oak
Roosevelt Hwy
The Bridges
Point Breeze Yacht Club
Oak Orchard Marina
OVHD CABS
FIXED BRIDGE VERT CL 8 FT REP
POLE
Ramp
Vic's Three Bridges, Inc
FIXED BRIDGE
Hatch & Elam Boat Livery
Marsh Creek
Marsh Creek Road
78°12'
78°11'
43°30'
43°25'
43°20'
Military Exercise Area (see note B)
16260
16270
16280
16290
9960-W-16300
16310
16320
16330
16340
9960-Z-59750
59760
59770
59780
59790
9960-Z-59800
59810
59820
59830
59840
9960-Z-59850
116° 11 Miles to Rochester Harbor
180° 2 Miles
G "1" Fl G 4s
Wautoma Shoals
Depth over Intake 13 ft PWI
Depth over Riser 27ft
BRADDOCK PT LT Iso 6s 55ft 15 St M
Bogus Point
Braddock Point
Millers Boathouse
Subm ruins
Outfall
Brockport Yacht Club
Q 8ft Priv
Waterworks Station
North Hamlin
Lake Ontario State Parkway
I
O
R
K
JOINS CHART 14804
Joins page 15



LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY..... 100kHz.
PULSE REPETITION INTERVAL
9960 ..... 99,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary
EXAMPLE: 9960-W

RATES ON THIS CHART

9960-W 9960-Z

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COPYRIGHT

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES - GREAT LAK
LAKE ONTARIO - NEW YORI

LONG POND TO THIRTY

Polyconic Projection
Scale 1:80,000
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.no

FEET
10000 9 8 7 6 5 4 3 2 1 0 10000 20000 30000
YARDS
2000 1000 0 2000 4000 6000 8000 10000 12000 14000
METERS
2000 1000 0 2000 4000 6000 8000 10000 12000 1400
STATUTE MILES
1 ¾ ½ ¼ 0 .5 1 2 3 4 5 6 7 8 9

24th Ed., Mar./ 04 ■
Corrected through NM Mar. 27/04
Corrected through LNM Mar. 09/04

14805

LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDINGS IN F

Note: Chart grid lines are aligned with true north.

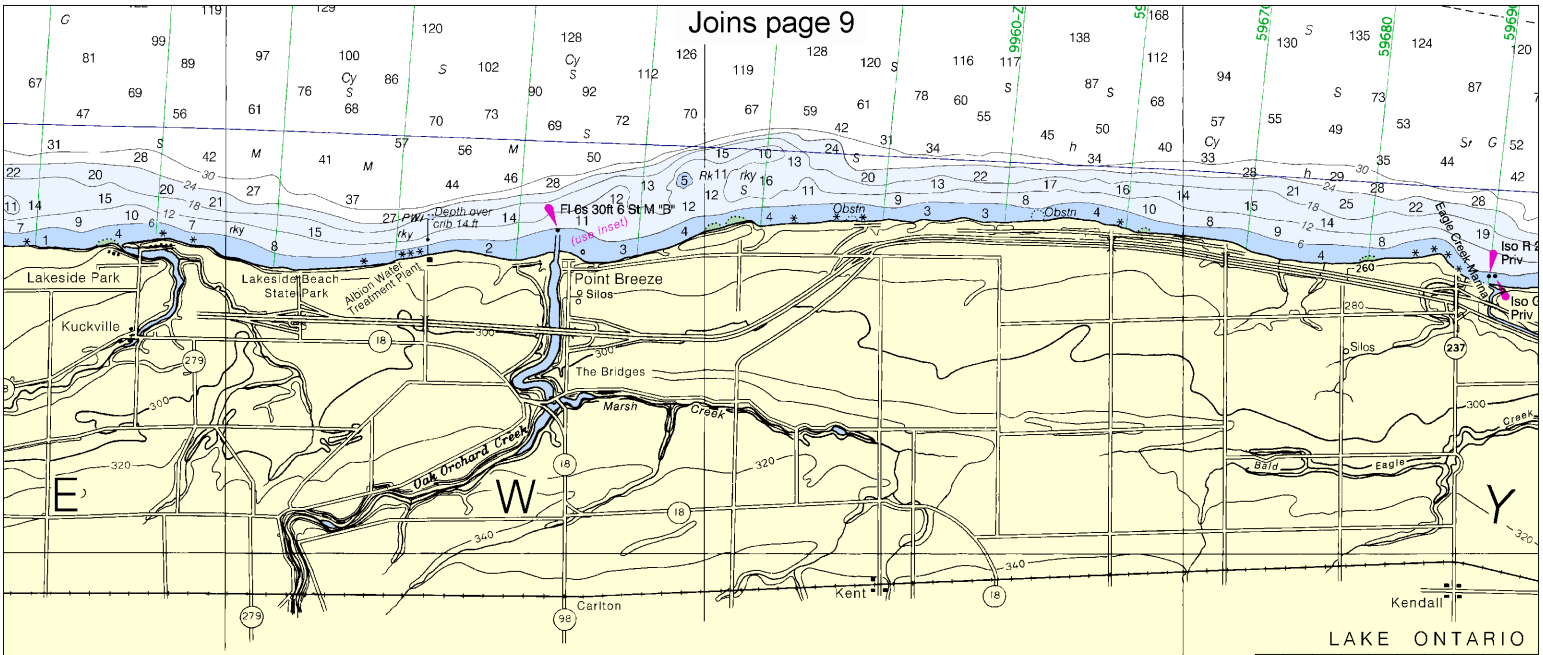
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

See Note on page 5.

Joins page 9



NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) ..... 243.3 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

KES
RK

YMILE POINT

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

CAUTION

POTABLE WATER INTAKE (PWI)

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

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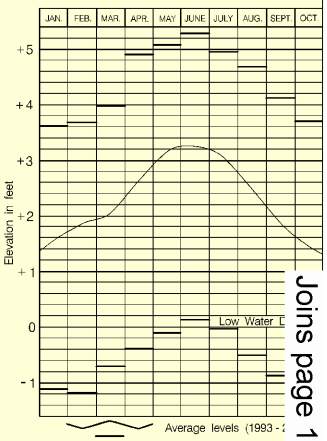
Refer to charted regulation section numbers.

Ⓟ Pump-out facilities

LAKE ONTARIO



Low Water Datum, which is the plane of reference shown on the above hydrograph, is also the plane of the charted depths. If the lake level is above or below Datum, the existing depths are correspondingly greater than the charted depths.

Joins page 14

CAUTION

Improved channels shown by broken lines subject to shoaling, particularly at the edges

CAUTION

Due to periodic high water conditions in the Great features charted as visible at Low Water Datum may particularly in the near shore areas. Mariners should caution.

CAUTION

Limitations on the use of radio signals aids to marine navigation can be found in U.S. Coast Guard Light Lists and Natic Geospatial-Intelligence Agency Publication 1

Radio direction-finder bearings to commer broadcasting stations are subject to error should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate locat

noaa.gov.

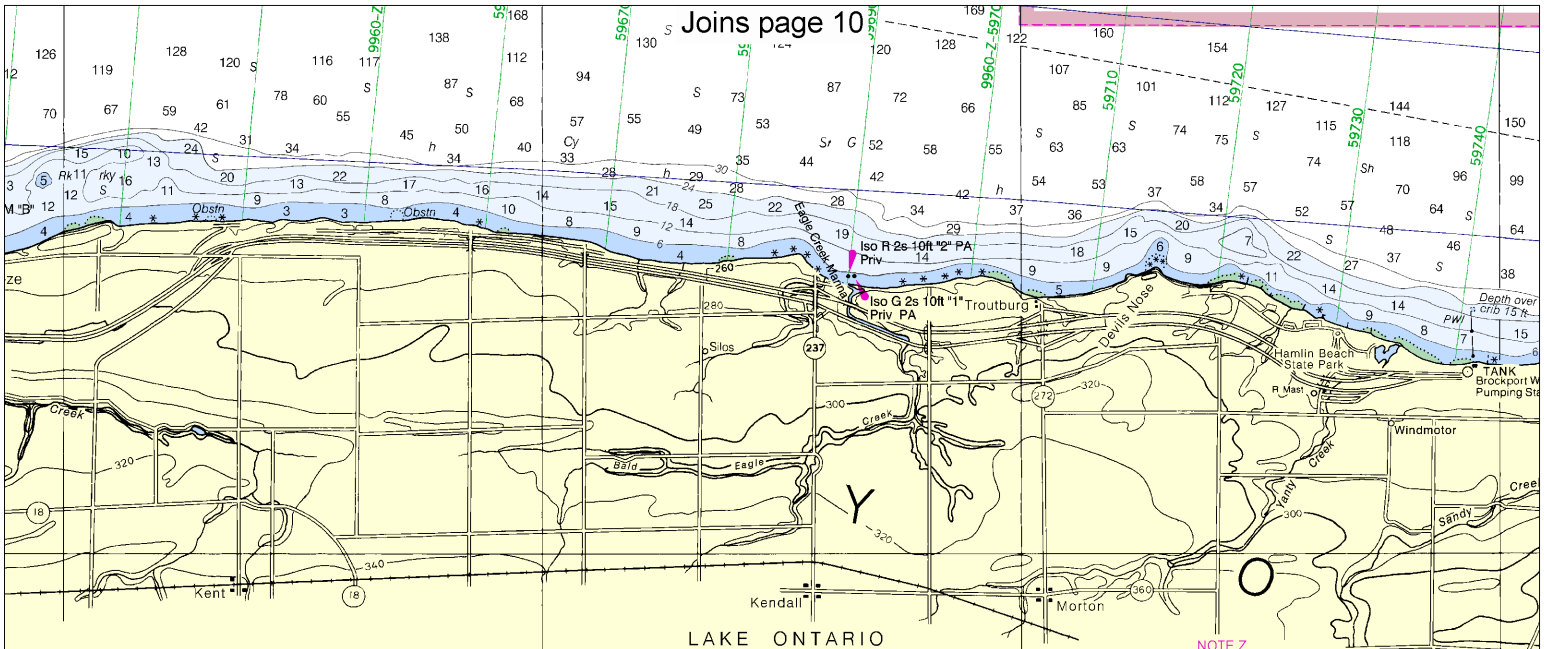
40000
16000
4000
16000
10
11

78°15′ 78°10′ 78°05′

FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Joins page 10



Joins page 13

NOTES

S CHART (Low Water Datum) ..... 243.3 ft.
imouski, Quebec, International Great Lakes Datum

of sailing courses are true and distances given
en points of departure.
.S. Coast Guard Light List for supplemental infor-
tion. See Canadian List of Lights, Buoys and Fog
d in the U.S. Coast Guard Light List.
. For complete list of symbols and abbreviations

CLEARANCES. When the water surface is above
verhead clearances are reduced correspondingly.

TION REPORTS
and hazardous substances to the
r via 1-800-424-8802 (toll free), or
: Guard facility if telephone com-
(33 CFR 153).

EMENTAL INFORMATION
t 6 for important supplemental information.

WARNING
not rely solely on any single aid to navigation,
ee U.S. Coast Guard Light List and U.S. Coast

mits indicated in magenta are recom-
Carriers Association and the Canadian
n.

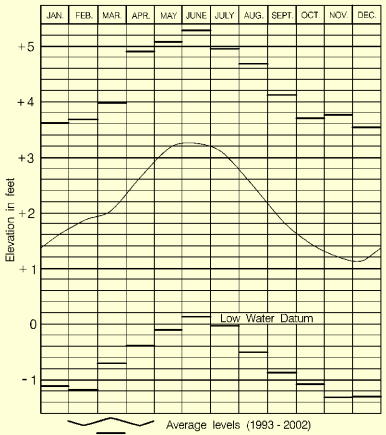
CAUTION
BLE WATER INTAKE (PWI)
ater lakes or rivers shall not discharge sewage, or
uch areas adjacent to domestic water intakes as
ioner of Food and Drugs (21 CFR 1250.93). Consult
supplemental information.

NOTE A
tions are published in Chapter 2, U.S.
ons or revisions to Chapter 2 are pub-
o Mariners. Information concerning
be obtained at the Office of the Com-
uard District in Cleveland, Ohio or at
trict Engineer, Corps of Engineers in

regulation section numbers.

mp-out facilities

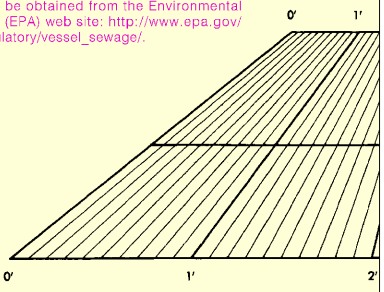
LAKE ONTARIO



Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.



Latitude a

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

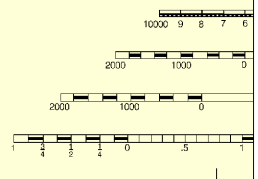
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE B

Mariners should use caution as military craft may be operating within the area. For further information consult U.S. Coast Guard Local Notice to Mariners.



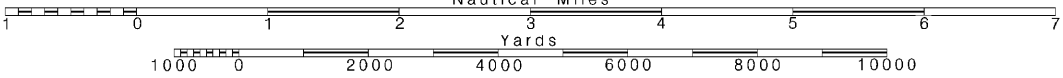
78°10′ 78°05′ 78°00′ 77°55′

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS

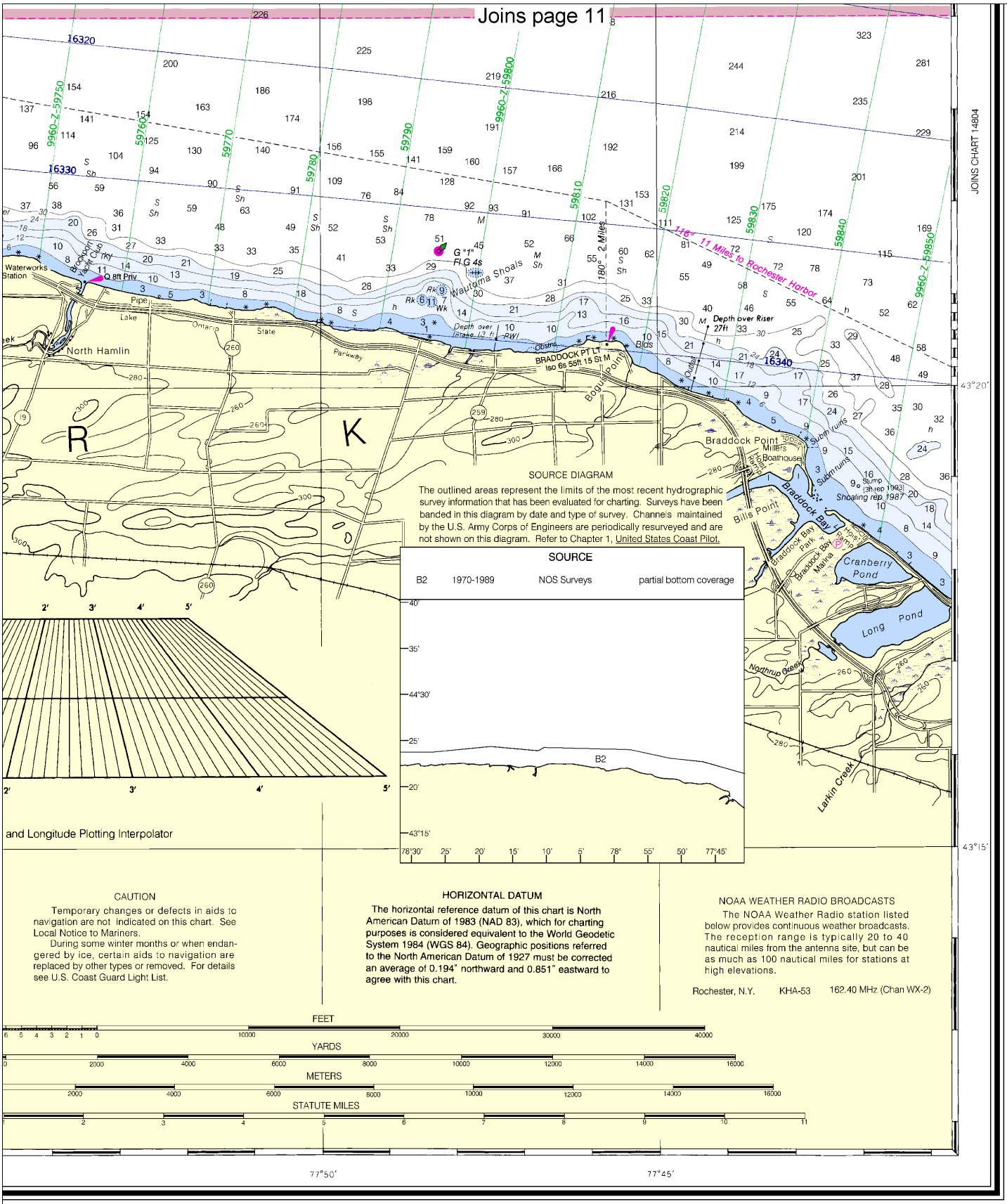
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~



See Note on page 5.

Joins page 11



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

and Longitude Plotting Interpolator

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

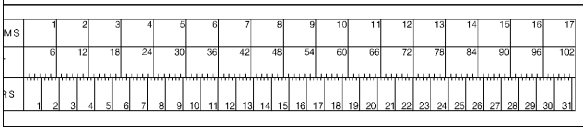
HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.194″ northward and 0.851″ eastward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Rochester, N.Y.	KHA-53	162.40 MHz (Chan WX-2)



Long Pond to Thirtymile Point

SOUNDINGS IN FEET – SCALE 1:80,000

14805

LORAN-C OVERPRINTED

ED NO 24
NSN 7642014010570
NGA REFERENCE NO. 14XCO14805

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
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Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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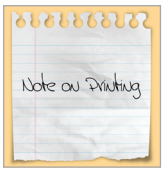

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker